

Ferrari 575M „Superamerica“



Odometer:	22374 km
Displacement:	5748 cm³
Power:	397 KW (540 HP)
Fuel type:	gasoline
Number of doors:	2/3 doors
Transmission type:	F 1 gearshift
Initial registration:	04/2005
Body:	convertible
Color:	giallo modena
Interior:	leather
Interior color:	dark gray

Optional extras:

Leather: charcoal
Calipers: yellow
Seat design: Daytona
GTC package with 19" rims
Scuderia Ferrari emblem
Navigation system
HiFi sound system with CD changer
Tachometer in red
Racing seat size: L
Only 559 models built

Vehicle description:

Ferrari Superamerica – Model Name for Extraordinary Sports Cars

Any car classified as a sports car is something special – but this is particularly true if the sports car is from the Italian city of Maranello and bears the brand name of Ferrari. And a sports car from Ferrari can only be surpassed by an exceptionally exclusive sports car from Ferrari with the model designation of Superamerica. If Scuderia – the original business name of the Ferrari S.p.A. development and production facility that aficionados of the brand affectionately use for the company – adds Ferrari Superamerica to the traditional model designation of a vehicle, then Ferrari fans around the world are full of anticipation. The first special sports cars of the Ferrari 340 type bore the model designation America starting in 1951. It was followed by the Ferrari 342 America in 1952 and the Ferrari 375 America one year after that. When the design and features of these models were surpassed again, the powers that be in Maranello resorted to the superlative and gave the 410 model in 1955 the additional name Superamerica. The Ferrari 400 Superamerica followed in 1959. The designers of the Ferrari 575 recalled this in 2002 when they once again gave the exclusive version of this model – also produced with the type designation of Maranello and Barchetta Pininfarina – the title of Ferrari Superamerica.

What characterizes a Ferrari Superamerica?

There are only a few clear indications of what tips the scales in favor of giving a Ferrari the title of Superamerica. One thing is the exclusive quality of the vehicle. The use of this type designation is not bound to a certain chassis or a special body shape. Ideally, a Ferrari Superamerica has a feature or design characteristic shared by no other car before it. However, the second criterion for this model designation is just as important. Ferrari only ever awards it to its strongest and most exclusive vehicles. That leads to a third characteristic, namely the price. A Ferrari Superamerica is thus extraordinarily fast, powerful, and expensive.

Ferrari 410 Superamerica – the First Superlative after the Ferrari America

The first Ferrari Superamerica was the 410 model in 1955, which was produced in three series until 1959. As with many models, the designers also resorted to the technology of professional racing vehicles and predecessor models for this car. The Ferrari 410 had to surpass the performance levels of the 375 America model in order to be a Ferrari Superamerica. For this reason, the original 4.5 liter displacement of the twelve-cylinder V engine was increased again to 4,962 cc. To have larger bore dimensions, it was also necessary to have the cylinders farther apart in the engine. With three Weber 40DCF dual carburetors, the Ferrari 410 Superamerica achieved 340 HP of power at 6,000 rpm. The chassis underwent a widening of the track width, and new coil springs replaced the transversal leaf spring in the front section. Ferrari produced 17 cars in the first series in 1955 and 1956. Seven cars in the second series followed in 1956 and 1957, with 12 more in the third series in 1958 and 1959. The cars in each series underwent a number of changes – in particular, those of the third series had larger carburetors and greater power of 360 HP. These were coupés and convertibles of designers Designer Pininfarina, Ghia, Boano, and Scaglietti.

Ferrari 400 Superamerica as of 1959

Following directly on the heels of the 410 Superamerica in 1959 was the model Ferrari 400 Superamerica. Unlike the preceding Ferrari models, the designation of this model was not due to cylinder displacement. With the aid of three Weber carburetors, the Ferrari 400 Superamerica achieved 340 HP with a displacement of 3,967 cc. What was unusual about this model was its top speed of 290 km/h. In the first series, Ferrari sold 23 cars of this model as convertibles and coupés designed by Pininfarina, one Spider and one Berlinetta designed by Scaglietti, and a special coupé. In the second series, four convertibles in Pininfarina's design and 19 Aerodinamica coupés were produced by 1964.

Ferrari 575 Superamerica, the Newest among the Top Models

Since 2002, after a long break since the last Ferrari Superamerica was developed in 1964, a Ferrari has once again been recalling this series of exceptional cars: the Ferrari 575 Superamerica. Ferrari has stayed true to the twelve-cylinder concept with this car, but not to the previous dimensions. The engine of the Ferrari 575 Superamerica generates 540 HP of power from a displacement of 5.7 liters. The body shape of this car is also unusual. It is namely a Targa model with an electrically powered roof that provides another superlative, since the roof needs just seven seconds to fold back neatly onto the trunk. And even in bad weather, drivers of this Ferrari Superamerica still enjoy a certain convertible feel thanks to the glass roof – although it is not plain glass, but instead an electrochromic material with a variably adjustable level of transparency. From 2002 to 2006, exactly **559 models** of this Ferrari Superamerica were produced in Maranello.

Note:

The "Ferrari 575M Superamerica" spoken of here was the exhibition vehicle of Ferrari Maranello and, following the presentation, was given to "Ferrari Tamsen" in Hamburg, where the current owner acquired the vehicle in 2006. The car was imported in 2011 when the first owner moved to Switzerland, where the vehicle is still owned today.